



Official and Classified ADVERTISEMENTS

Continued from Page 15

SERVICES

EAST COAST DIVERS St. Andrews. Telephone: 3520 — for all under water work.

Denis Swire C.Eng. F.R.I.N.A. 1 Bunsell Gardens, Porthleven, Cornwall. Specialist designer of fishing vessels. Surveys and valuations of all types. Stability calculations. HELSTON 4080

FOR prompt service and supply of all marine electronics telephones: 823223 (STD 080). Norwest Electronics, Cumbria.

BOAT BUILDERS

ELTON Boatbuilding Co., clinker boat builders, 14-30ft., larch on oak, hull only or any stage completion. GRP hulls fitted out. Castledykes, Kirkcubright, Scotland. Telephone: 0587 30177.

MARINE SURVEYS

SEA SURVEYS, 28 North Road, Bristol BS8 5AD. Prompt professional surveys, valuations and advice on new safety and stability rules. All types, anywhere. Bristol 6322, 24 hours.

FOR HIRE

4 to 20 man lifeboats. DTL Boat Hire, Lifford, Co. Londonderry. 14 Chapel Road, Tiptree, Colchester, Essex CO6 0RA. Tiptree 816349.

DELIVERIES

KYLES MARINE SERVICE for deliveries of all vessels up to 600 tons. Telephone 0814 58 469.

WORLD-WIDE delivery, commercial craft by professional skipper and crew available. Write for quotation: Brian Kent, Boy Eric, Millbay Dock, Plymouth. Telephone: Plymouth 336 238.

PUBLIC NOTICE

OFFICIAL NOTICE

PROPOSAL TO CHANGE A SHIP'S NAME

I, MR. R. OOLAND, TRINITY PIER, MILLBAY DOCKS, PLYMOUTH, hereby give notice that, in consequence of Preference I have applied to the Department of Trade under Section 47 of the Merchant Shipping Act 1894, in respect of our ship, "Francis Jones" of Penzance, Official Number 12,500, of gross tonnage 11.22 tons, of register tonnage 5.26 tons, heretofore owned by MR. R. OOLAND, Trinity Pier, Millbay Dock, Plymouth, for permission to change her name to "See Breeze Avon" to be registered in the said new name at the Port of Penzance as owned by MR. R. OOLAND, Trinity Pier, Millbay Dock, Plymouth.

Any objections to the proposed change of name must be sent to the Registrar General of Shipping and Seamen, Plantation Road, Cardiff, CF2 2YJ, within seven days of the appearance of this advertisement.

Dated the 11th day of November, 1976

ENGINES WANTED

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tel. 54 High Street, Truro, Cornwall, TR1 2SR.

WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Trem & Co. Ltd., Sawtry Road, Farningley, Near Doncaster, Yorkshire. Tel: Doncaster 770203 Telex: 54723B

SUCCESSFUL SKIPPER SPECIFY AIRCO

WANTED marine engines, particularly Lister and Palfinger, or water cooled, cash paid. Values Severn City Boat, Weymouth, Dorset. Worcester, telephone: 04174.

SITUATIONS WANTED

SKIPPER and crew seek work, share basis, S.V. on highest references. Box No. 376.

BEST BY BRUNTON'S

GRIMSBY TRAWLER OWNERS ASSOCIATION. SERVICE CATERING LIMITED.

fishing news

November 26, 1976 No. 3304 Est. 1913 12p

MIRRELES BLACKSTONE DIESELS

FINAL TRIP

Wyra Corsair (below), veteran on many trips to Iceland, is seen being towed off the breakers yard on Saturday last week. Half-way up the channel the trawler went aground and she had to be pulled off on the night tide. Wyra Corsair, formerly owned by Wyra Trawlers (BUT), is to be scrapped at Hayle, Cornwall.

Cod cliff-hanger

THERE COULD be a last-minute result from the talks with Iceland, according to Foreign Secretary, Anthony Crosland. As pressure mounted behind the EEC to secure a deal for British trawlers to continue working off Iceland after next Tuesday, Mr. Crosland was saying that talks could not have taken place seriously until the expiry date of the Oslo agreement approached. He slammed critics of the EEC, which is negotiating on behalf of the British trawling industry, and gave negotiator Finn Olav Gundelach his vote of confidence for the talks which opened yesterday (Thursday).

Conversations with Iceland were re-cycling Icelandic had been going on up to the beginning of this week in the hope of a renewed agreement.

As a Scandinavian with knowledge of Iceland and the Icelandic people, Mr. Gundelach is doing everything he can to achieve a favourable outcome. "We would be giving him our full support, instead of weakening his position by anping at him from the sidelines," said Mr. Crosland.

"In the middle of delicate negotiations like this it is quite impossible for one side to announce what its negotiating position is while the other side keeps silent." He commented that the EEC is well aware what is at stake on Humberside in terms of jobs and trawlers laid up.

Whatever the outcome of the talks, one thing is clear. The ending of the Oslo agreement also brings to a close the Cod War era. The last agreement is the final one to be brought about by clashes on the grounds by protection ships and gunboats. Britain has recognised Iceland's 200-mile limit and any deal will be hammered out by swapping agreements.

Grimby's three distant water trawler owners — BUT, Boston Deep Sea Fisheries and Consolidated Fisheries —

the Oslo settlement, firms are running very low on fishing days. They are often holding back vessels pending the reallocation of the following month's quota of days.

The closure of Grimby fish docks for just on a fortnight over Christmas and the night over Christmas 23 to New Year (December 23 to January 3 inclusive) means distant water trawlers would, in any case, cease sailing from December 1 until around December 15. Otherwise they

would have no markets for their trips due to the holidays. At Hull, there will be only two markets in 11 days over Christmas. There is bound to be a plight of the distant water industry, if there is no EEC deal with Iceland, will be difficult to gauge until possibly the New Year. Trawlers waiting to catch turn to page ten

BRITAIN'S fisheries protection fleet will be complete by the end of next year — and adequate to protect a 200-mile limit.

Hugh Brown, Under-Secretary of State for Scotland, claimed this on Monday and details of the fleet as being: six Department of Agriculture and Fisheries for Scotland vessels; 16 Ministry of Defence vessels; and four aircraft.

HMS Jersey, first of the new-class 184 ft. patrol ships, was forced to abandon her first operation this week because of radio problems. Second in the series of five, HMS Orkney, is now fitting out and the third has been launched.

EXTRA HADDOCK 'COULD RUN OUT'

THE GOVERNMENT has allowed fishermen to borrow 7,950 tonnes from next year's North Sea haddock quota so that fishing will not come to an immediate halt.

But now, both the cod and haddock quotas could still run out.

Jimmy Lovie, chief executive of the Scottish Fishermen's Organisation, told Fishing News on Tuesday that fishermen are in a crazy position.

Mr. Lovie said he would like the Government to have announced a stop date and/or set a catch limit per man or boat. Instead it has asked the industry organisations to work out their own schemes which is too much. It could bring disharmony.

The Government has got to face up to its responsibilities, he said. "The SFO is very, very disappointed indeed."

At Aberdeen fish market on Tuesday, some national skipper's voiced their worries about next year. The haddock quota could well be smaller than this year's and part of it is already taken up. We may have to start off fishing next year's quota with voluntary restrictions, they said.

The Rt. Hon. Bruce Millan, MP, Secretary of State for Scotland, said: "Owing to the unexpected rise in the productivity of the North Sea



Shell is catching

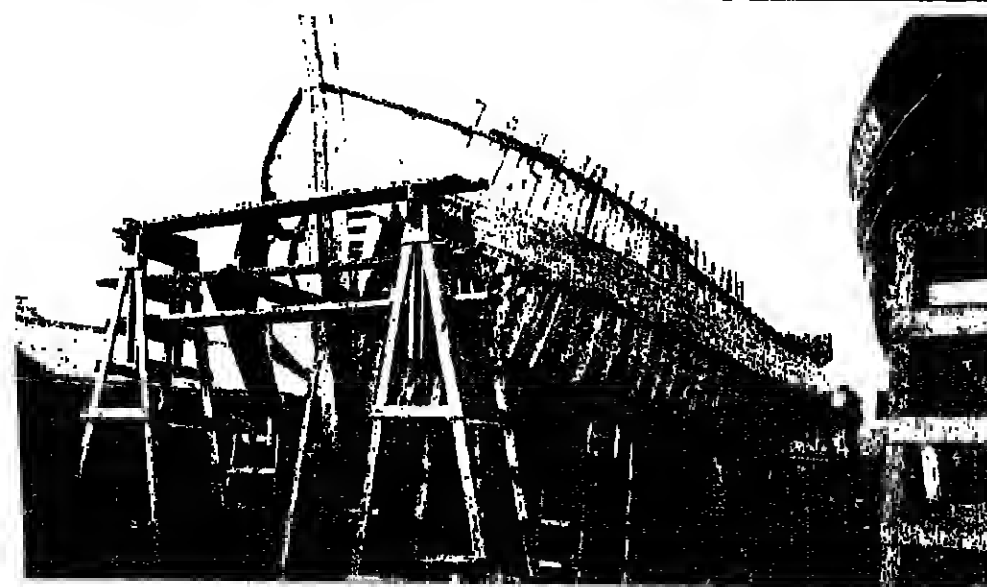
Shell marine oils are as much a part of the sea as these fish.

Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby, Lowestoft, Fleetwood,

Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the docksides of every major fishing port. Even while you're at sea, Shell technology is on call. Extensive research facilities are there to help you. With so much at stake, it pays to pick Shell.

SHELL MARINE LUBRICANTS



Workmen from the James Noble yard building a 58-footer for Scarborough on the slipway in Fraserburgh.

Slip berth for stranded boatyard

THE closure of Fraserburgh's Balacava harbour for deepening has left the James Noble boat yard stranded.

With the yard sited at the inner end of the harbour, it would be unable to launch completed vessels. To solve the problem, the harbour commissioners have given the firm the use of a berth on the overhauled slipway in the Foithlie Basin.

Although this enables the firm to accept orders for new boats, prefabricated frames, etc. have to be transported to the slipway from the yard's Balacava premises about a mile away. Also, work on the slipway has to be done in the open.

However, the firm is happy to be building a boat as early this year it appeared as if no further orders would be forthcoming.

She is a transom-sterned, wooden-hulled vessel with an overall length of 58 ft. and beam of 20 ft. Steel will be used for her superstructure.

Propulsion will be provided by a Kelvin TAS8 engine of 375 hp and the propeller will

be housed in a Kort nozzle. A small Lister auxiliary engine will drive a 125 amp Transmotor generator, and two more Transmotor generators will be driven from the main engine.

Deck equipment is to include a Sutherland trawl winch and Clark and Co. trawl bollards and towing blocks.

Kelvin Hughes is to supply much of the electronic equipment including MS 44 echo sounder, 'Sailor' radio telephones, Minch watchkeeping receiver, and an automatic pilot.

Sonar is also to be fitted, and the steering gear will be by Tenford.

ICELAND

Continued from page 16

Whilst there he received a telegram expressing concern from every section of the British fishing industry, including one from the Grimsby Trawler Officers' Guild.

Secretary, Dave Howley, gave the text to Fishing News: "Members of the Grimsby Trawler Officers' Guild are at present in a state of anxiety and concern displayed by the Community towards our Icelandic problems. Respectfully urge you press our interest in this matter with utmost vigour."

Meanwhile in Hull, Humberside County Council leader Councillor Harry Lewis and fishing chiefs, Tom Boyd Jr. of Hull and Fred Forke of Grimsby, called an emergency conference.

In a joint plea to EEC officials, they warned a rushed decision would be reached quickly, the situation on

IRELAND has threatened to take unilateral action to extend her fishing limits on January 1 unless her demands of a 50-mile limit and other safeguards are granted by the EEC.

The Irish Minister for Foreign Affairs, Dr. Garrett Fitzgerald, told the EEC Council of Ministers in Brussels on Tuesday that unless Irish fishermen get more guarantees on fishing rights, Ireland would take temporary control of fishing grounds.

Dr. Fitzgerald refused to say exactly what areas would be taken over, but speculation centres on a 30-mile zone for Irish vessels and the exclusion of all EEC boats from that zone.

There is also speculation about the imposition of non-trawling zones, quotas, or perhaps all three.

Dr. Fitzgerald said it is taking some time for the EEC to work out measures to provide all of Ireland's

fisheries demands. In the meantime, Ireland had to prepare its fleet and the industry for expansion and could not go on waiting.

The Irish do not want to create a bad climate on its future demands and, whatever measures had to be taken, would be consulted openly with EEC partners. They would be measures which would not unduly interfere with other people.

"We have to secure an increase in the availability of fish on the scale necessary for our fishermen and they must be able to depend on it. It must be available from January 1.

"We simply want to make sure that our process of building up our ultimate targets can be started and that we intend to do," Dr. Fitzgerald said.

It is understood that Dr. Fitzgerald's stand reflects the impatience felt by the Irish Government about slow progress in Brussels on fixing internal policy for the EEC.

Dr. Fitzgerald is known to

feel that the EEC is preoccupied with negotiations for fishing rights with other countries then with the interests of the Community like Ireland.

His aim would be to declare an exclusive band within the overall 200-mile limit.

Dr. Fitzgerald's tough line is welcomed by the Irish Fishermen's Organisation, the Irish Fishery Co-operative and by EEC chairman, Brendan O'Kelly, said it would enable the board to proceed with its aim of doubling the Irish catch by 1979.

He said this insurance is necessary against increasing activities of foreign vessels on the already over-exploited fish stock off Ireland.

A NEW byelaw stopping the capture of salmon or trout by drift nets, or two or more nets joined together exceeding 30 metres in depth, will be introduced by the Irish Department of Agriculture and Fisheries on January 1, next year.

Group told Fishing News: "It is never easy to negotiate with the Icelanders, but we have got the first round over before the end of the month. I hope we shall have an extension of the existing agreement."

Nigel Marsden, managing director of Consolidated Fisheries, told Fishing News that even though time is running very short, he felt it must be for the Community as a whole, with regard to reciprocal fishing rights and trading arrangements, to secure an agreement for Britain.

To let Iceland out-off Britain at the 'stocking' top while Belgian and German vessels fished on in Icelandic waters would discriminate against Britain as a member nation and could be a very bad mistake.

Mr. Marsden also warned that, if no agreement is forthcoming, the Icelandic ships presently landing at fish in the UK would no longer be welcome.

He feared the consequences of depriving Britain of a settlement would be too horrific to contemplate — especially at a port like Grimsby.

While the British effort off Iceland under the restricted fishing days agreement aimed at Ocho has led to a drop in tonnage landed, the fleet has certainly been fishing successfully.

Figures show that 68,000 tonnes have been taken off Iceland since November last year and recent monthly catches have averaged about 7,000 tonnes. That is a big effort by the fleet of people to catch, process and sell this amount of fish, and it is a big effort which are now at the

Residents hit out at 'putrid' mackerel dock

PART of Plymouth's could help by keeping up booming mackerel industry has been caught in a storm of protest from people living around Millbay Docks.

They say they are sick of the stench of rotting fish that has been hanging over the area for the past few weeks. Hotelier, Mrs. Judith Pullinger, said her guests had complained and had at first thought it was the drains.

Another hotelier, Ivor Turner, who is also a city councillor, described the smell as not just 'fishy', but 'really rotten, like something putrid'.

A British Transport Docks spokesman said the cause of the smell was not the fish mackerel being landed in increasing quantities by trawlers, but the sub-standard fish which went for meal.

This fish was loaded from the holds of trawlers into lorries, and it was the liquid running from the bottom of the lorries that caused the trouble.

The Docks Board, Plymouth's Environmental Health Department and the fish-handling companies are now trying to get together to solve the problem.

According to the Docks Board, the fish companies

CREW MISSING AS TRAWLER GOES DOWN

ONE BODY was found on Wednesday afternoon during a major search for the five-man crew of an Irish trawler

which sank early on Tuesday morning.

The 65ft. *Carraig Una* left Burtonport at 3.30 p.m. on Monday for the Rossbeg herring grounds 15 miles away.

On Tuesday at 4 a.m. the SOS was picked up saying the trawler had struck the rocks and gone aground at Rathlin O'Beirne Island.

The message was picked up by the trawler *Onedin* and a major search was put underway.

The body was found by the police diving team while 50 fishing boats, two helicopters and a spotter plane recovered wreckage — including parts of the wheelhouse, deck and a liferaft.

Aboard the trawler were the skipper/owner, 26-year-old Ted Corbrey of Dunloe, John Boyle (19) of Dunloe, Michael Coyle (22) of Dunloe, Anthony McLoughlin (18) of Malin Head and Dolly O'Donnell (23) of Burtonport.

Two years ago another trawler from Donegal struck the Rathlin O'Beirne Island and the crew of 6 was lost.

Joey Murrin of Killybeg, chairman of the Irish Fisheries Organisation, who is involved in the search, said the similarity between the two incidents is like a bad dream.

They had occurred more or less in the same spot. He said the incident must have happened very quickly and the impact as it hit the rock must have been very severe.

The weather and visibility in the area were good and there was very little wind. The boats out of Burtonport have been fishing herring which are running quite close to the shore around the point where the incident happened.

MARR'S Benello (Skipper R. Beamish), the only distant water vessel at Monday's Hull market, made 437,138 for about 1,339 kites from Beer Island/White Sea.

PROTEST OVER ILLEGAL FISHING

COMPLAINTS have been made in the past week of illegal trawling within three miles of the Cornish coast.

Alac Hora, assistant clerk to Cornwall Sea Fishing Committee, said: "We've had many reports of boats fishing within the limits, but they're very difficult to confirm."

Mr. Hora thought it possible that prosecutions could be brought in two cases.

The difficulty is proving that a boat is actually trawling. "A fisherman may know that a boat is trawling but unless he actually sees the net going into or coming out of the water, it is difficult to swear to it," he said.

As mackerel shoals have been moving closer inshore so the trawlers have been following them in.

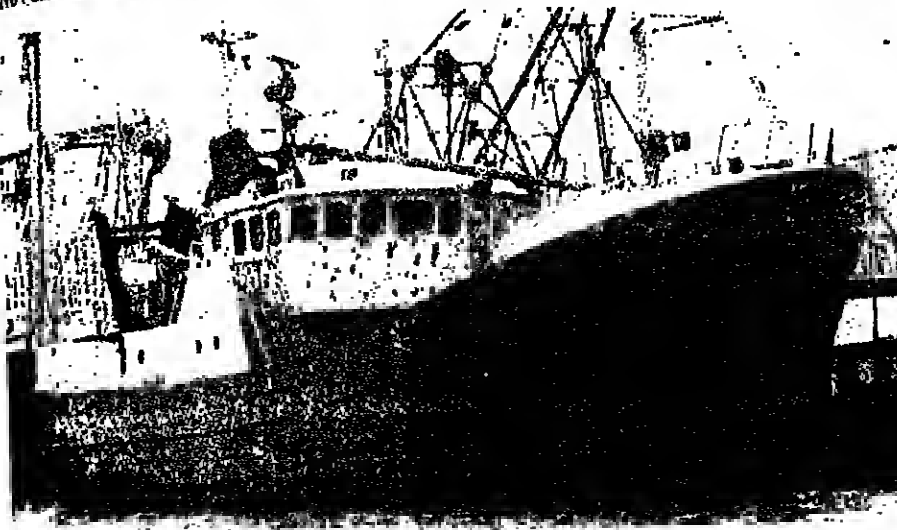
Change of name for Rhodesian

H. L. TAYLOR LTD, the Grimsby middle west trawler owner, has applied to alter the name of its 130ft. trawler *Rhodesian* to *Santa*.

The company recently acquired *Rhodesian* from the White Fish Authority following the repossession of the eight-strong fleet formerly owned by Sir Thomas Robinson & Son (Grimsby) Ltd.

The name has not been used by the firm, one of Grimsby's oldest, before although it was carried by one of Grimsby's early steamers.

This vessel was also considered one of the port's luckiest and, at one stage over the winter of 1988/90, was given up as lost off Iceland. After being posted as 'missing' for four months she was discovered disabled in an Icelandic fjord and brought back to Grimsby.



Skipper to work laid-up Antares

THE 86ft. Peterhead sloop-trawler *Antares*, which has been lying idle for several months, will start fishing again shortly. She is to be taken over by Skipper James Pirie who has sold his present command,

the 86ft. *Shemura*, to New Zealand. He will hand over the vessel to her new owners in the New Year.

For a while she fished herring in the partnership known as the Big Five. About a year ago the group disbanded and more recently *Shemura* has fished in company with the Peterhead herring boat *Ugawale* and the Banff-registered *Flowing Tide*.

During last summer *Shemura* took part in the blue whiting fishing experiment conducted by the Highland and Islands Development Board.

Skipper Pirie has always been known as one of Scotland's leading herring fishermen. In the early 1960s he was among the first Scots to work the herring pair trawl and did much to develop this fishery.

In 1973 he had the steel sloop-trawler *Shemura* built at the yard of John R.

Hepworth and Sons at Paull, on the Humber. She was the first 'TD86' vessel to be designed by the Newcastle upon Tyne firm of Tynedraft Design Ltd.

Skipper Pirie worked closely with Tynedraft on all aspects of the vessel's design and his ideas and personal preferences were incorporated.

Shemura was the forerunner of about a dozen 'TD86' vessels which have been built for Scottish skippers, and one of them is *Antares* which came from Tweed Shipyard (Berwick) Ltd. about a year ago.

So Skipper Pirie has chosen a vessel which has the same hull form as *Shemura* and is of similar general arrangement.

Antares was built for a Peterhead partnership, but after fishing for only a few months she was laid up and advertised for sale.

BAIL FOR TWO IN 'SABOTAGE' CASE

TWO MEN were remanded on bail at Grimsby Borough Magistrates Court on Tuesday charged with criminally damaging the distant

water trawler *Aldershot*. The vessel was forced to return to Grimsby after Skipper David Ferrand reported his automatic steering equipment had

been put out of action. *Aldershot* was over 100 miles from the Humber on an outward-bound White Sea trip when the incident was reported. It is also understood that two fires were started.

A spokesman for the owners, Consolidated Fisheries, described the damage as 'sabotage'.

Aldershot arrived back in Grimsby under manual steering at about 4 a.m. on Monday and was hoarded by police.

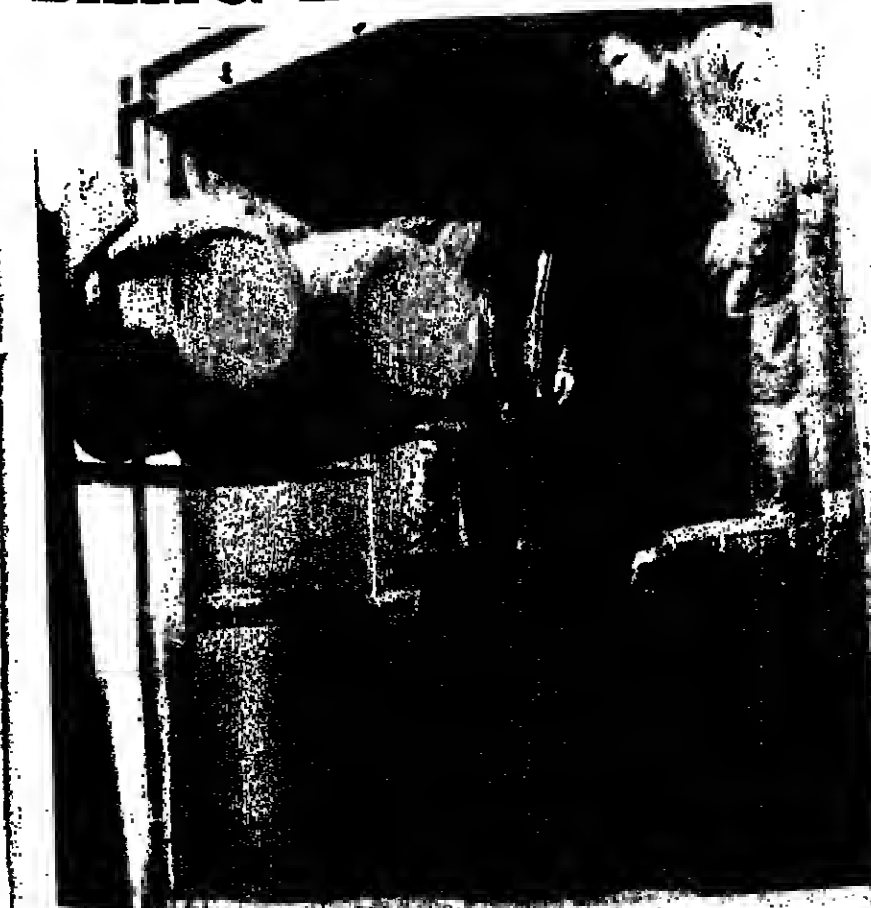
The 18 man crew then went to Grimsby police station to help police with their enquiries.

Robert Duhha (20) and Terence Vickars (18) were remanded on bail until December 20.



Shemura will be handed over to her new New Zealand owners early next year.

IRELAND'S BIGGEST FISH EXPORTERS BANG THE DRUM FOR BOWATER MAUSER.



Loading Bowater Mauser Barrels of Irish Herring for Export.

The biggest fish exporters in Ireland have now standardised on Bowater Mauser open-top plastic barrels for curing and distributing their herring.

Like anyone in the business worth their salt, they took a long hard look at the facts before making this important final choice.

And the facts about Bowater Mauser make impressive reading. The first drum. Bowater Mauser are the first plastic barrels in the Irish market to achieve a big proven record of success.

The tough drum. Thousands of Bowater Mauser drums are now making their third round-trip to the Continental markets. During the last fishing season, some travelled as far as America and Russia.

The easy drum. All the sales talk in the world means nothing next to the opinion of the men who actually pack and unpack the fish, the men who handle the full barrels. Their verdict? Bowater Mauser has the best shape for getting the job done fast and easily.

The quality drum. More and more people in the industry who deal in high quality fish are now turning to Bowater Mauser — the high quality barrel. Just as important for the future, highly critical herring/mackerel consuming countries like Germany, Holland, Belgium and France have all taken to Bowater Mauser in a big way too.

We can deliver Bowater Mauser drums in full and half barrel sizes at short notice.

Our Disley telex no. is 667583.

Bowater MAUSER

Your best drum is the blue one.

Bowater Packaging, Drum Division, Disley, Nr Stockport, Cheshire SK12 2EW. Telephone: Disley (06632) 2715.

A guide to the industry

THE TORRY Research Station has issued its latest advisory note No. 7 entitled *Advice for the Fish Industry: Who does what?*

The aim of the 16-page booklet is to outline the role of each of the Government departments and organisations in the UK and so help the person seeking advice to find where best to ask.

Where a Government department or other organisation is responsible for a number of separate units, for example research stations, these are described under their own titles, with a cross reference under parent departments.

The organisations and laboratories are listed in alphabetical order and are also numbered. If you know the name of the one you want, turn to the list to find the address.

PUBLICATIONS

telephone number and a description of the services it provides.

If you only know the topic on which you want advice, turn to the short subject index to help you find the right organisations and address.

The booklet is divided into 11 main sections: Fish;

Fishery; Fishing; Food; Hygiene and Cleaning; Law of the Sea; Marine Biology; Oceanography; Overseas Enquiries; Pollution of the Sea; and Training.

Torry Advisory Note No. 7 is available free of charge from: The Torry Research Station, PO Box 31, 135 Abbey Road, Aberdeen AB9 8DG, and the Humber Laboratory, Wessend Street, Hull HU3 4AR.

Engine firm moves

VOLVO Penta UK Ltd. is the new name of Bolinders Co. Ltd., sole distributor of Volvo Penta marine and industrial engines and outboard motors in the UK.

The name change coincides with the firm's move to modern, larger premises at Otterspool House, Otterspool Way, Watford WD2 8HW.

The company has been a member of the Volvo Group since September 1974 and deal only with Volvo Penta products. The name change is to help the customer identify the supplier with the product.

Volvo Penta UK Ltd. has named its new managing director as Bengt Gustafsson, who will succeed Roy Scherman on January 1, 1977.

Mr. Gustafsson (34) was



Bengt Gustafsson

responsible for importer and dealer development in the car division from 1973 to 1975. Since then he has been administrative manager with JOFA, Sweden.

fishing news

Editor: Harry Barrett
Assistant Editor: Ian Strutt
Scottish Correspondent: Gloria Wilson
Advertisement Director: Fred Purcell
Managing Director: W. A. Cathles

Published weekly.
Postal subscription rate £7 per annum
£7.50 overseas
Registered as a newspaper at the Post Office
ABC
110 FLEET STREET, LONDON EC4A 3JL
Telephone: 01-353 8961

Design, Consultancy, Ultrasonic Testing, Stability Books made up to DTI Requirements Marine surveys of all types

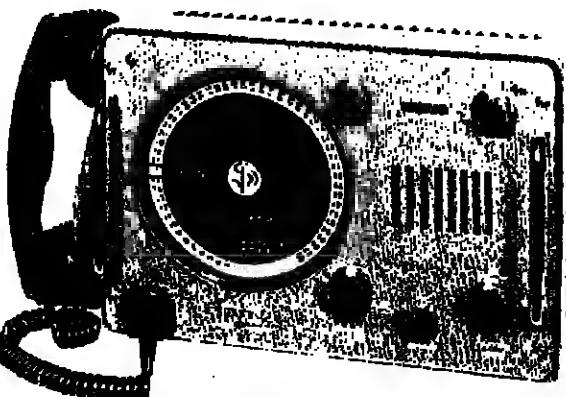
JEFFREY N. WOOD & CO. (NAVAL ARCHITECTS) LTD.

4 Creechchurch Lane, London EC3A 8AY, England.
Telephone: 0482 223353
Telex 8811714 Woodship.

This is the **ULSTEIN "TRAWLER"**

For further information contact: **ULSTEIN (U.K.) LIMITED**
60A George Street, EDINBURGH, EH2 2LR
Tel: 031-228 5481 Telex: 727383

SAILOR marine radio equipment



SAILOR 55 CHANNEL VHF

Price:

£450 — 12 or 24 volt

Details from
S.P. Radio
Carolyn House,
Dingwall Road,
Croydon CR9 2XT
Tel: 656-5381
S.P. Radio
Albert Street
Grimsby
Lincs
Tel: 55903

S.P. Radio
8 Howard Street
Edinburgh
Scotland
Tel: 556-3865
S.P. Radio
Woodsons Ltd
Govan House, Oyce
Aberdeen
Tel: Oyce 2884

WAYDON Mouldings Ltd.

Tel:
GURTON
LATIMER
3480

LOBSTER POTS
Moulded in Polypropylene
giving a very tough pot.
Detachable base for inter-
stacking during carriage.
Available ex-stock!!!!
at £4.20 + VAT & Carriage
Finodon Station Road, Finodon
Wellingborough, Northants.



For deliveries in Ireland contact: Coastal Holidays Marine,
Pier House, Glenties, Co. Cork. Tel: Leap 81.

FISHERMEN'S MISSION

SERVING and CARING
For Shipwrecked, Sick,
Distressed, Disabled, Retired
and Sea Going Fishermen
their Wives, Widows and
Children

THIS IS OUR BUSINESS

Will you share in this ministry by
sending a generous donation to
Royal National Mission to Deep Sea
Fishermen

43 Nottingham Place,
London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen

55 years constant service to fishermen and their families

SKIPPER Andrew Strachen of the Peterhead seiner *Challenger* has ordered an 85 ft. steel vessel from the Campbelltown Shipyard.

This news comes just when the port's huge fleet replacement programme has about come to an end.

During the last six or seven years about 50 new boats have been built for local skippers, including more than 30 steel vessels in the 80 to 90 ft. range.

Deep problems in fishing and boatbuilding during the last couple of years or so, and doubts about the future, have discouraged more skippers from ordering new boats.

The 80 ft. *Challenger* was built by the Richard Dunston yard in 1970 and is powered by a Caterpillar engine of 400 hp. She was among the first steel boats to be built for Peterhead since the days of the stern drifter and has spent most of her time seine netting from the port.

Other boats continue to have seine rope storage reels and gutting shelters added. The 80 ft. seiner-trawler *Veracious* has just been fitted with a steel gutting shelter of a new design from the Northern Engineering Works.

Unlike earlier shelters, it has watertight doors at its after end and a sliding door at the forward end; there are also hand rails around the top.

Veracious came from the Richard Dunston yard in 1971 for Skipper George Forman. She has recently been pair trawling for herring in company with the local boat

PETERHEAD a monthly report

Constant Star.

One Peterhead boat has been sold, while another secondhand vessel has joined the fleet.

The 70 ft. wooden seiner-trawler *Volent*, built by J. and G. Forbes and Co. of Seidhavan in 1973 for Skipper James Milne Watt, has been sold to Skipper Victor Sutherland of Portsoy.

Volent (the name means "To have the will, to have a desire and to use your own discretion") is powered by a French Baudouin engine of 380 hp.

Skipper William Robertson, formerly relief skipper on the seiner *Sustoin*, has bought the 67 ft. wooden stern trawler *Kothleen* (SY 462) from Stornoway owners.

Built in 1968 by J. and G. Forbes, she is of stern trawler layout with a forward wheelhouse and is one of the few vessels of this type in the Peterhead fleet.

Her engine is a Kelvin T8 model of 240 hp and she is fitted with a Jensen winch and Loeble power block. She is currently fishing off the west coast "to get settled down".

A new port record for the value of fish put ashore in one

month was set up in October when all species realised £1,600,000.

This excellent figure brings the total for the year up to the end of October to around the £13 m. mark, which is already well ahead of the total of just short of £9 m. realised during the whole of 1975.

Many of the seine net boats made good goings in October and more than 20 catches sold for more than £8,000.

Skipper Peter Stephen of Boddem, and the 86 ft. *Harvest Hope III*, set a port record in the middle of October when a catch of 595 boxes sold for £13,800.

This beat the previous Peterhead earnings record of about £13,500 made by Skipper Ian Sutherland in the 80 ft. Hopmen seiner *Kestrel* during September.

By the end of October, *Harvest Hope III's* total earnings for the year were just short of £200,000, while *Kestrel* has passed this figure by October 7.

The combination of large catches and buoyant markets continued into November and new earnings records for single landings by seine netters were set up twice dur-

ing the early part of the month.

On November 2, the Inverness-registered *Defiance* put ashore 735 boxes of fish which sold for £14,172.

This was a notable result for a four day and four hour haul. She made the catch in a two-and-a-half day's fishing on the Bergen Bank.

The catch, including boxes of cod with the remainder haddock, was a remarkable landing for a seiner.

Defiance was built in Campbelltown Shipyard in 1975 for Skipper William More of Burghhead and carries a crew of seven. Skipper More says she is a "first-class boat". They have made two or three landings lately in the 80 ft. region.

The new record set up by *Defiance* beat the 1975 record by Skipper David Smith and *Argonaut IV* of Aberdeen early in October.

Yet another Campbelltown built boat—the 86 ft. *Argonaut*—took the record from *Defiance* a week later on November 9. She turned in a colossal catch of about 100 boxes which sold for £15,575.

This is almost certainly the biggest catch ever landed by a seine netter in Peterhead.

Ajox, built in 1973 for Skipper William Campbell of Elgin, set a sea for electric days. A Peterhead businessman, who saw *Ajox* before she landed the catch, told *Fishing News* that he would have been still above the water despite the big weight of fish on board.

This says a lot for carrying ability. Quite a number of seiner made landings of more than 700 boxes during the month and haddock was plentiful.

With the North Sea haddock quota almost filled up, it is ironic that some of the boats have been finding a heavy run of good sized haddock on the Bressay Shoal, to the east of the Shetlands.

Earlier in the year more Peterhead skippers had foreseen that the quota could well be used up by the beginning of November.

The average price paid for all species in October was £16.68 a cwt, which was also an all-time high for the port.

Almost all catches were white fish from seiners and one or two trawlers, but the average price also took into account the 300 tons of mackerel landed by the 83 ft. Fraserburgh purse seiner *Chris Andra*.

The mackerel, caught off the west coast, was bought for fish meal by the Fraserburgh factory of Herring Products for 252 a ton.

Among the seiners from other ports landing at Peterhead during the month were the Anstruther-owned *Adelphi* and the Fraserburgh boat *Westhaven*—formerly *Argonaut III*.

Adelphi is the annual seiner-trawler with her wheelhouse on the after end of the fishing. She was completed by James N. Miller and Sons of St. Monans on a McTay hull earlier this year for Skipper Peter Murray.

Since then, *Adelphi* has worked out of North Shields but landed her last two of three trips in Peterhead.

When Skipper David Smith bought his new steel boat *Argonaut IV*, he sold his former command, *Argonaut III*, to Skipper Alex Buchanan who renamed her *Westhaven*. This name has been used in the past for a number of boats owned by the Buchanan family.

Westhaven has done some good seine net fishing in recent months.

November 28, 1978

I'm not an undersea rapist

LETTERS

It has become evident reading *Fishing News* during the last few months that a growing faction in the industry favours some form of general ban on landing shellfish by the diver/fisherman as has happened in Ireland.

As a fisherman who uses diving as a fishing method off the Scottish west coast, I would like to make some observations on the subject.

Scalloping diving off this coast has, during the last decade, produced many thousands of pounds worth of prima quality scallops annually. They are much praised by merchants and processors. In fact, both the WFA and Highlands Board will finance boats whose prime purpose is scallop or crawfish diving.

Like most fishing today, scallop diving involves considerable capital expenditure and if politicians take up the cry of "ban the diver", thinking they are appeasing the industry, financing of boats and compressors may be made more difficult.

I am not concerned about the possibility of controlling sport divers taking shellfish; on the whole they seem to be conservation minded and I think the sport can provide the revenue needed in lobster areas. We have a similar problem of holidaying amateur divers taking scallops and selling them to local hotels.

In the seven years I have been diving for oysters, I have never met any opposition from traditional fishermen and I have no knowledge of any general bad feeling existing between the clam dredgers and

divers on the west coast. I generally fish areas unsuitable for dredging, and vice versa, and there are many arguments supporting diving as a good "clean" method of taking scallops and crawfish.

It would seem that most of the concern about diving involves lobster collecting. The generally held idea that once you are on the bottom dozens of lobsters are just sitting round ready for the picking is quite wrong. If I catch more than a dozen lobsters in a year I think I am doing well.

With lobsters fetching £3 a pound at the moment, I would not hesitate to go over to them if I thought I could make a living at it. Diving is just not an efficient method of lobstering.

Finally, I would ask critics of shellfish divers to consider the full-time diver/fisherman as a colleague who is doing a hard job—not an undersea rapist making vast sums of money at the expense of traditional fishermen.

An excess of moaning might legislate us out of a job.

John Grivas,
10 Brown Terrace,
Kirkcaldy,
Argyll,
Scotland.

Skipper Douglas and his three-man crew tried unsuccessfully to free the shark. So they towed it into the harbour where it died.

Now Skipper Douglas and his crew intend towing the shark back out to sea.

"We could hardly believe our eyes when we saw the shark entangled in the ropes," said Skipper Douglas. "I think it was on the last leg and died as we towed it back to the island. Now we will probably just have to tow the monster back out to sea to get rid of it".

AN "on-passage" fuel service opened up at Plymouth last week. The motorised bunker barge *MY Contractor* took up station and is supplying oil round-the-clock.

Operated by Conoco, the barge hopes to attract traffic using the port as well as vessels on passage through the Channel.

Waiting here are Tino, Melissa Louise, Ellen, Glenda and Seacher.

With North Sea white fish quotas almost exhausted, it would also not be surprising if several of the port's top pair trawlers move onto the sprats.

Early December, others may follow suit, including many of the pair trawlers. Already

MARKETS at Milford Haven were excellent early last week but then fell away.

Bigger catches landed late in the week did not even fall for as much as the smaller catches landed earlier.

Top ship was Bryher (Skipper A. James) Har 164 kites sold for £6,180.

On the same day the pocket trawler *Westward*, commanded by Skipper Frank Reynolds, continued a good run when she made £3,921 from 77 kites.

Between them the vessels landed 40 of cod, 20 of whiting, 110 of roker, 10 of turbot and 15 of plaice.

On the following day, Pica

ton Seillon (Skipper Trevor Salter) landed 180 kites, including 30 of cod, 10 of whiting, 60 of roker, 10 of turbot and 15 of plaice.

The vessel had been to the Irish Sea ground, and 15 of plaice, five of plaice and 15 of plaice.

But markets were not so high for *Georgina Wilson* and *Norrad Star*. The former vessel, commanded by Skipper Tom Smith, landed 24,807 *Norrad Star* with 178 kites for a disappointing £4,807.

Skipper John James, who had a good run for a day, landed 182 kites for £4,807.

Between them the vessels landed 40 of cod, 20 of whiting, 110 of roker, 10 of turbot and 15 of plaice.

On the following day, Pica

ton Seillon (Skipper Trevor Salter) landed 180 kites, including 30 of cod, 10 of whiting, 60 of roker, 10 of turbot and 15 of plaice.

The vessel had been to the Irish Sea ground, and 15 of plaice, five of plaice and 15 of plaice.

But markets were not so high for *Georgina Wilson* and *Norrad Star*. The former vessel, commanded by Skipper Tom Smith, landed 24,807 *Norrad Star* with 178 kites for a disappointing £4,807.

Skipper John James, who had a good run for a day, landed 182 kites for £4,807.

Between them the vessels landed 40 of cod, 20 of whiting, 110 of roker, 10 of turbot and 15 of plaice.

On the following day, Pica

ton Seillon (Skipper Trevor Salter) landed 180 kites, including 30 of cod, 10 of whiting, 60 of roker, 10 of turbot and 15 of plaice.

The vessel had been to the Irish Sea ground, and 15 of plaice, five of plaice and 15 of plaice.

But markets were not so high for *Georgina Wilson* and *Norrad Star*. The former vessel, commanded by Skipper Tom Smith, landed 24,807 *Norrad Star* with 178 kites for a disappointing £4,807.

Skipper John James, who had a good run for a day, landed 182 kites for £4,807.

Between them the vessels landed 40 of cod, 20 of whiting, 110 of roker, 10 of turbot and 15 of plaice.

On the following day, Pica

ton Seillon (Skipper Trevor Salter) landed 180 kites, including 30 of cod, 10 of whiting, 60 of roker, 10 of turbot and 15 of plaice.

The vessel had been to the Irish Sea ground, and 15 of plaice, five of plaice and 15 of plaice.

SHRIMP TRAWLS

Since 1934 we have manufactured Scandinavian style Shrimptrawl used extensively in the North Sea and Greenland. Our models feature long wings with "V" style wing ends and with two seams. The four seams "Fiedon model" also available.

We have had the pleasure of delivering the IC SHRIMPTRAWL to the following boats:
"Farn" of Fraserburgh, "Coroneta" of Fraserburgh, "Janene" of Buckle, "Eachol" of Fraserburgh, "Faithful" of Fraserburgh, "Star of Hope" of Fraserburgh, "Crysal River" of Fraserburgh, "Heathar Sprig" of Buckle, "Scottish Meld" of Fraserburgh, "Fragrant Rose" of Fraserburgh, "Coronella" of Fraserburgh, "Ocean Trust" of Fraserburgh, "Bdellium" of Fraserburgh, "Courier" of Buckle, "Orlon" of Fraserburgh, "Wave Cret" of Buckle, "Elagent" of Buckle, "Golden Harvest" of Fraserburgh.

We also manufacture the Famous IC Rectangular Midwater-trawl (or Square), Pair or Single Boat White Fish Trawls, Pout Nets, Blackpruttrawls.

Write now for brochure and prices — short delivery time!

IVER CHRISTENSENS
TRAWL NET FACTORY LTD
Tel. 08-44 14 77 Cable
Skagensnet



We started in 1879 . . .
Scotland: Contact your local Fishsaleman.
England: Gollop Trawls.
Mill Green,
Lyme Regis, Dorset.
Tel. L.R. 3620.

Robt. Watson & Co. Ltd. present

Sea-Mac

the brand name
of the most
comprehensive range
of garments ever
offered to the
fishing industry

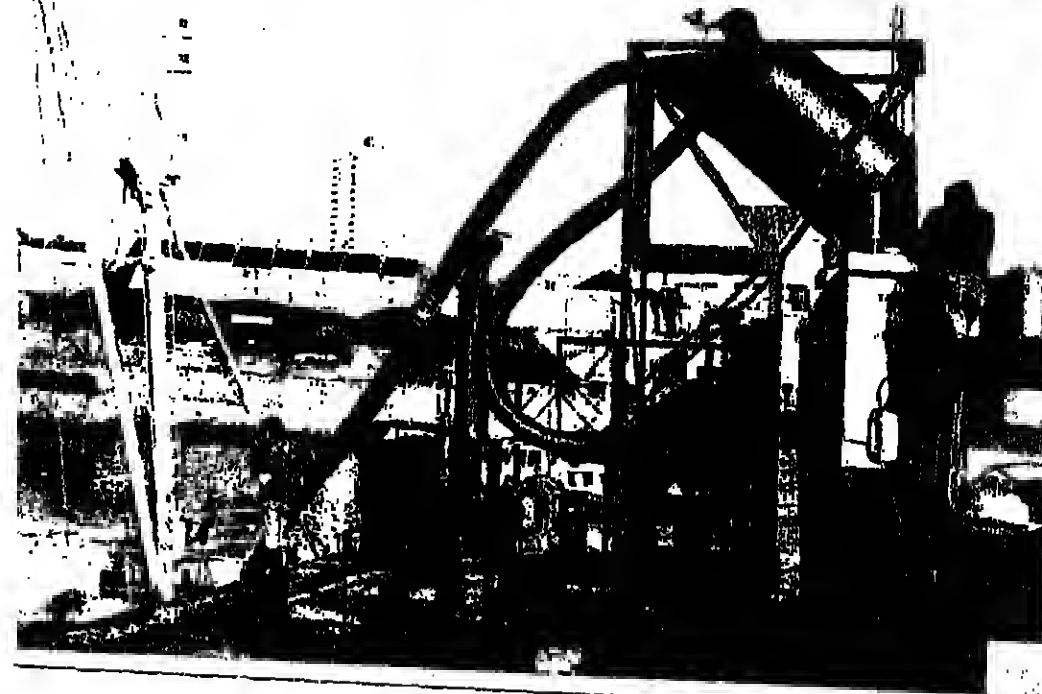


Cotton
Barking Jumper

For further details of this and other
protective clothing, please contact:

ROBT. WATSON & CO. LTD.
88 RANDOLPH STREET, BUCKHAVEN, FIFE, KY8 1AT
Telephone: Buckhaven 713419 or 713888
A BLACK AND EDGINGTON GROUP COMPANY

Mackerel piles in to Plymouth



MACKEREL landings boomed at Plymouth last week. On one day alone over 1,000 tons were put ashore. Dominating last Friday's market was the 139ft. Scottish purse seiner *Chris Andra* which landed off over 300-tons at Millbay Docks.

Not to be outdone, the local fleet was also hitting the high spots at Sutton Harbour when the 74ft. Brixham trawler *Pescosa II* had 80-tons on board. She made one of her best-ever landings when Skipper John Day brought her back after a quick two-day trip.

Although heavy consignments of mackerel were going north to the fish meal plants, as up to 288 a ton was being paid nobody was too downhearted.

Up to the beginning of November mackerel landings at Plymouth were running at around 25,000 tons for the year so far. A big fleet of Scottish and Irish boats is now based at Plymouth and so the last two months of the year are expected to break all records.

With the rising price for fish meal, industrial fish is now making more per ton than line fishermen earned for medium mackerel on the human consumption market last year.

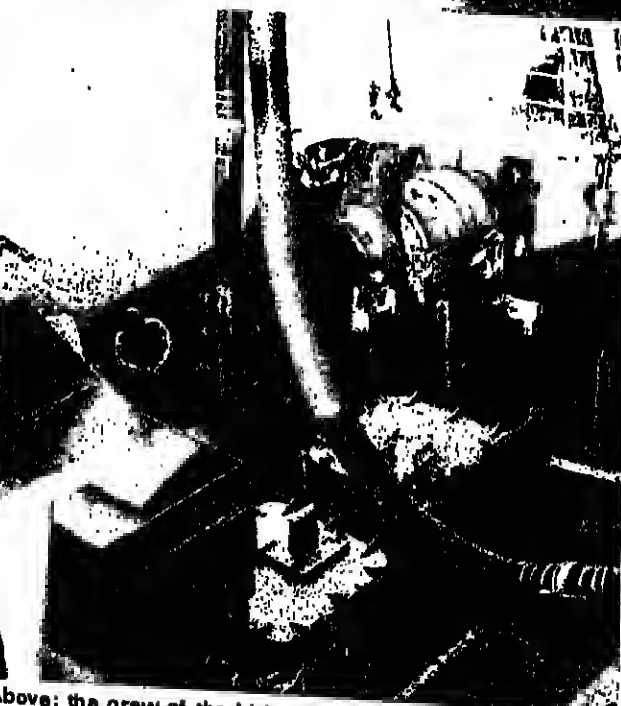
Following our report earlier this month that many small line boats are in trouble because of purse seiners breaking up the shoals, some of the local mid-water trawlermen now claim they are also being affected. Skippers who are having to sail further west on every trip are worried that eventually, the shoals will move beyond the range of their vessels.

Calling in last week at Plymouth were two Norwegian trawlers which were reported to have been on a mackerel scouting mission. According to local sources, the Norwegians — *My Eros* and *Tiganes* — had not been too successful.

Apart from mackerel, Plymouth fishermen are now finding a good outlet abroad for cuttlefish. A regular transport run is now laid on from Spain where cuttlefish is in big demand.

Above: the growl of this fish pump can be heard all over Plymouth's Millbay Docks. Seen unloading the steel-built Irish purse-trawler *Stephens*. It makes short work of a big catch.

Right: *Quo Vadis* at Millbay Docks. The giant net stowed at the stern and enormous fish tanks on deck are an eye-opener to Westcountry line fishermen. She can take as many tons as the small line boats take stones.



Above: the crew of the Irish pair trawler *Spee Magne* braving their catch ashore while her partner *Stephens* (above right) has completed unloading and the fish pump nozzle is withdrawn.



Below: Scots corner at Millbay Docks, Plymouth. Tied up for the weekend (from left to right) are: *Persevere* (formerly *Silver Lining*), *Qui Vive*, *Serepta* and *Amethyst*.



You know best what you want in a net.

And Bridport-Gundry can help you get it. We make virtually every kind of net you could imagine, and we've been doing it for over 300 years.

Our new catalogue lists some of the types of nets we are renowned for. Send us the completed coupon and we'll be pleased to send you a copy.

But don't worry if you don't find exactly what you want. Our complete range is so extensive it is impossible to show it all in one catalogue.

If your needs are more specialised, just send us a specification of what you've got in mind, and we'll be pleased to quote.

BRIDPORT-GUNDRY LTD

1. Bridport-Gundry Ltd, Bridport, Dorset
Tel: 01305 2221. Telex: 41102
2. Please send me a copy of your new catalogue.
3. I am a regular customer and would like to see the new
4. Name _____
5. Address _____
6. Postcode _____

Iceland catches slump BEST AT GRIMSBY —913 KITS

WET FISH landings slumped to less than 20,000 kits again at Grimsby last week due largely to the worst run of Icelandic catches since the summer.

Not a single landing from six Icelandic trips topped 1,000 kits and the best effort came from the Boston Group's *Prince Philip* (Skipper Ray Harries) on 913 kits, largely codstuffs, to gross £28,065 after a 24-day trip. Much of it was in atrocious weather.

The same company also had the misfortune of picking up the poorest distant water grossing — from Boston Kestrel (Skipper Peter Fenty). She made just £18,541 from 625 kits after 23 days. After a string of good trips, it was a bitter disappointment for Boston Kestrel which was hampered throughout by gales and slack fishing.

With no foreign distant water trawlers landing, only moderate catches by four White Seas trips of around the 1,600 kit mark ensured the supply did not reach crisis proportions.

Merchants still fear they are in for a very difficult winter as ten local distant water trawlers accounted for only 10,209 kits. Any reduction on this very modest figure could have dire effects.

Best prime catch of the week went to the Belgian beam trawler *Falcon* with a £17,697 grossing through the A. E. Richardson & Co. Ltd. agency. Formerly BUT's *Rose Falcon*, she is making a habit of big grossings, and included over 420 kits of quality plaice in her 570 kits.

The Belgium beam trawler *Falcon*, formerly *Rose Falcon*, produced Grimsby's top catch of prime fish on her old stamping ground last week.

especially among the smaller firms.

Of the White Seas voyages *Rose Revenge* (Skipper Johnny Meadows) came out on top with the week's biggest grossing. After a long 26-day trip of 1,696 kits, including over 1,260 of cod and 350 of haddock, the big sidewinder grossed £44,511 for BUT on the Monday market. These figures were never bettered.

It was touch and go for second spot, though, between BUT's *Rose Renown* (Skipper Ray Pepper) and *Lord Jellicoe* (Skipper Bill Sate). Both had been on 25-day White Seas trips and hit the same market.

Eventually *Rose Renown* nudged in front with £39,313 from 1,493 kits, against £38,566 from 1,403 kits by *Lord Jellicoe*.

In the middle water section BUT's *Rose Zebra* (Skipper Ron Reeves) was streets ahead of everyone with a 15-day Faroes/Westarly jockpot of £26,511 from a 987 kit-catch. She turned out over 450 kits of fine cod and codling and 350 of haddock, being a staggering £10,000 clear of second placed sister-ship *Rose Cougar*.

Best prime catch of the week went to the Belgian beam trawler *Falcon* with a £17,697 grossing through the A. E. Richardson & Co. Ltd. agency. Formerly BUT's *Rose Falcon*, she is making a habit of big grossings, and included over 420 kits of quality plaice in her 570 kits.

The Belgium beam trawler *Falcon*, formerly *Rose Falcon*, produced Grimsby's top catch of prime fish on her old stamping ground last week.

beam trawler *Falcon* with a £17,697 grossing through the A. E. Richardson & Co. Ltd. agency. Formerly BUT's *Rose Falcon*, she is making a habit of big grossings, and included over 420 kits of quality plaice in her 570 kits.

The Belgium beam trawler *Falcon*, formerly *Rose Falcon*, produced Grimsby's top catch of prime fish on her old stamping ground last week.

1,018-kit Fleetwood trip

FLEETWOOD vessels working Iceland have hit a patch of poor fishing.

There was only one good catch from the area landed last week. The 130 ft. stern trawler *Norina* (Skipper Frank Wilson) was out for only 17 days in catching 1,018 kits, including more than 900 of cod, which sold for £28,018.

There was only one other grossing of more than £20,000 in the section, this being the £24,451 made by the side trawler *Robert Hewitt*. Her skipper, Dennis McLoughlin, landed 925 kits.

There were disappointing returns for *Lunedo* and *Wyre Conqueror*. The stern trawler landed only 795 kits which sold for £19,677 while *Conqueror* made £18,429 from 687 kits.

Best near or middle water catch came from the small Irish trawler *Marrie Jacob*. She landed only 84 kits but included in this were more than 45 kits of soles which brought the vessel an excellent grossing of £8,265.

Marrie Jacob had worked the Morecambe Bay area.

It was a disappointing week for the stern trawler *Lunedo* after having a successful run on the middle-

water grounds under Skipper Tom Christy. On her latest voyage she again hit heavy fishing but only a mediocre market for some of her varieties.

Her 963 kits, including 120 of cod, 15 of plaice, 280 of haddock, 40 of roker and 800 of dogs, sold for £14,963. On the day of her landing dogs were in little demand and around 50 kits of the variety went to fish meal.

Muro fortunate with the markets was the stern trawler *Boston Striding* (Skipper Bill Bridget). This vessel worked the north-west of Ireland grounds before returning with

695 kits, including 120 of cod, more than 300 of haddock, 70 of plaice, 20 of roker and 15 of dogs, which sold for £13,659.

Top grossing among the pocket trawlers was the £3,249 made by *Residence*, commanded by Skipper Don Bailey. She landed 137 kits which sold for £3,249.

There was also a good grossing for the 53 ft. wooden craft *Gill Davis*, skipper-owned by Jack Delroy. She landed 92 kits, including 17 of plaice, 20 of cod, 25 of roker and five of dogs, worth £2,823. She had worked the North Channel area.

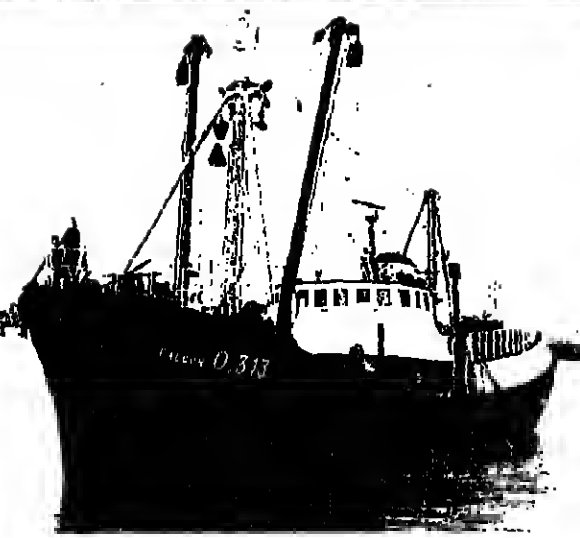
Lightning to work North Sea

FLEETWOOD is losing another of its side trawlers — the former Iceland-fishing *Boston Lightning*. She has been laid up for some time, but has now been sold to the Clertidge group of Lowestoft.

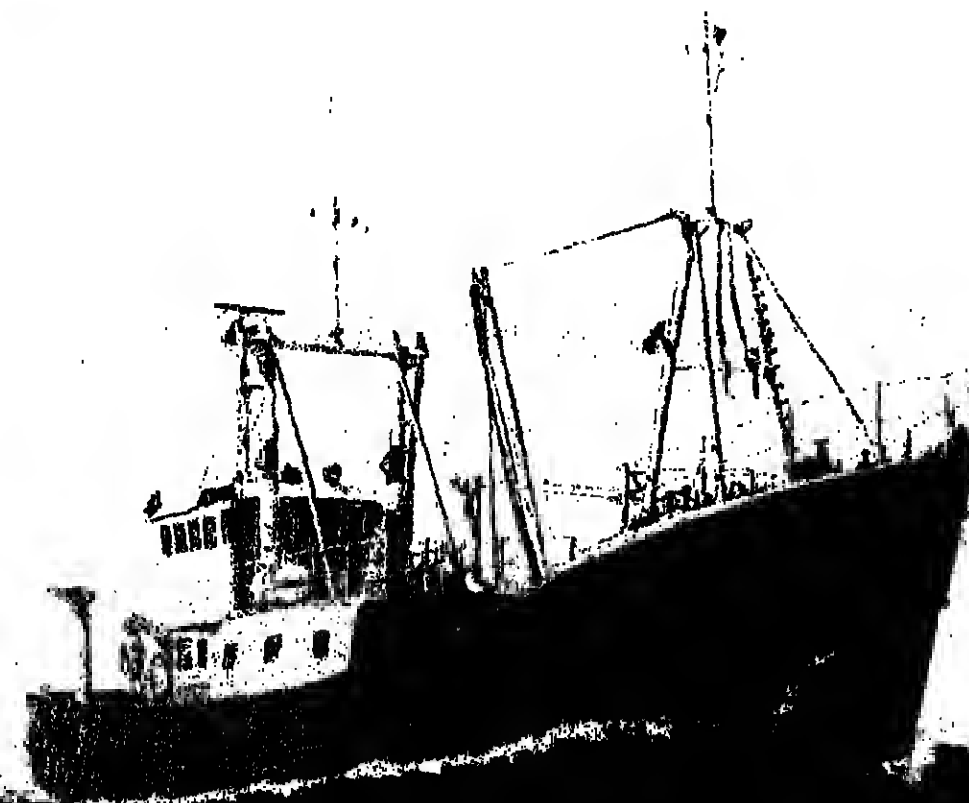
She is the fourth Fleetwood trawler purchased by the group in recent months, the others being *Kennedy*, *SSAFA* and *Boston Crusader*.

Lightning, to be named *St. Luke*, is expected to start a new career fishing the North Sea next week. A skipper for the boat has not been named yet.

Boston Lightning was built in 1961 as *Admiral Burnett* for Aberdeen owners. She was then purchased by Boston which used her for Iceland fishing until May.



McTay Fishing vessels in STEEL!



- ★ Fixed Price Contracts.
- ★ Short and firm delivery dates.
- ★ Design and construction to B.I.M. & W.F.A. and leading classification societies.
- ★ Standard designs available up to 140'.

'ADELPHI'

Now completed by McTay/Miller for Peter Murray of Anstruther

McTay Marine Limited

Port Cartney - Broomfield - Birse - U.K.
Tel: 051 334 6461 Telex 628387

AND AT JAMES N. MILLER & SONS LTD, ST. MONANS FIFE, SCOTLAND TEL. ST. MONANS 209

SURVIVAL —what to wear when things get hot, cold or gassy

THE tragic case in which four men died on the multi-purpose trawler *Stour* earlier this month highlights the dangers of a sudden fire aboard ship.

Stour was berthed at North Shields but could easily have been at sea, which would have further complicated the tragedy. Now is a good time to take stock of emergency procedures aboard ship.

There are many situations in which fishermen may be overcome by fire, chemical or gas leaks, as well as by gases caused by fish being kept for too long in unventilated holds.

Range

Mareguard International Ltd. makes a whole range of equipment to cover such eventualities.

The new non-flammable material Heatshield is most effective when worn as a fireproof suit. It is made of a "modacrylic heat glass yarn mixture" which means, in effect, that the fabric has good flexibility, wears well, has good thermal protective qualities, is impervious to most oils, greases and chemicals and — most important — will keep its structure in temperatures of almost 1,000 deg.C.

Its application in the Bristol Fleet Suit has been approved for use aboard ships by the DoT. The American Bureau of Shipping, US Coast Guard and various Scandinavian organisations.

The suits are generously cut and a man wearing one can get pretty close to a fire. The same can be said for the Bristol Close Proximity Suit originally designed for hauling pilots from burning aircraft. This is suitable to be worn for long periods in high ambient temperatures without discomfort.

One problem frequently encountered in an emergency is knowing whether it is safe to go into a confined space where there may well be pockets of smoke or toxic gases. The Emergency Life Support Apparatus is a self-contained compressed air breathing unit made by Sabre Safety of Aldershot and developed with the co-operation of Mareguard and a British shipowner.

Basically, it is an escape apparatus which does not encumber the wearer and is ready for immediate use. The working parts are built in to a special jerkin and, in use, the wearer pulls out the protective hood from a pocket, jerks a toggle to start air flow from a cylinder and puts the hood



Sabre's Emergency Life Support Apparatus can give a rescuer vital minutes to save people trapped in a smoke or gas filled compartment.

over his head. This gives him at least six vital minutes in which to act.

Mareguard also makes a full range of self-contained breathing equipment including compressed airline apparatus.

Sabre manufactures another item which could be useful in the rescue of men from toxic gases in fish holds, for example, and this consists of a face mask with head harness connected to a supply of oxygen at controllable pressure.

Chances

The main aim is to get the facemask in place with the harness supporting the cylinder and manifold assembly as well as the patient, and then tell those above to haul away smartly. The whole thing weighs only 24lb, and is designed so that it can be fitted in semi-darkness or smoke.

The provision of at least one protective suit or breathing apparatus on board would at least improve the chances of rescuing a trapped crewman.

Survivors of fire aboard ship may well be faced with the possibility of losing their lives by drowning or exposure. Totally enclosed fireproof lifeboats, such as are installed aboard oilrigs, are out for obvious reasons. Survivors need suitable clothing and access to quick-

release rafts or small boats.

The main hazard of drowning is closely followed by exposure. According to Professor W. Keatings of the London Hospital, and other physiologists who have carried out exhaustive testing, it is essential that heat loss from the body be prevented.

The striking case of British trawlermen, Herry Eddom, who survived sub-zero temperatures when his ship capsized off Iceland illustrates the importance of windproof clothing.

Eddom survived because he was tough and was wearing impermeable outer clothing which prevented heat escape.

Experiments have shown that ordinary clothing loses much of its insulation efficiency in water, but is still capable of preserving life. A thinly-clad man suffers massive heat loss if subjected to freezing winds and water and this is particularly true of relatively thin men with little body fat to insulate them.

Such men should pile on the maximum amount of clothing possible in an emergency and remember that heat loss in water is increased by swimming about.

Buoyancy

Survival suits, of which there are now many on the market, need to be examined critically.

It is important that built-in buoyancy be properly located and that the suit does not float the wearer horizontally in the water. The question of adequate insulation in such protective clothing is to be the subject of test programmes at the London Hospital and elsewhere.

A point to remember with lifeboats having protective canopies, such as those made by RFD, is that closure of the raft entrance on the windward side will increase the temperature inside. If most of the occupants managed to get in without becoming soaked, it may even become quite warm inside the raft.

Yawning and drowsiness among the occupants, however, will indicate that there is not enough fresh air — and this can happen even in a howling gale.

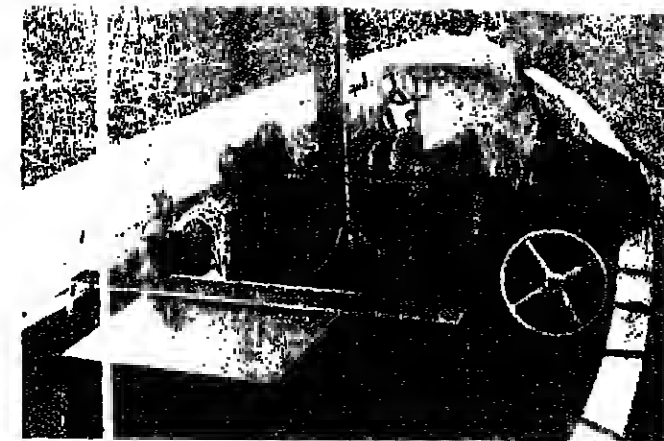
The floor of the raft should be built not only as dry as possible and inflated to give insulation from bottom cold and the windward vent opened just enough to let in adequate air.

Servicing of lifeboats is all important. According to one major company, approximately 40 per cent of all inflatable lifeboats it has sold over the last eight years have never been serviced.

October 1, 1978

November 26, 1978

THREE MULTIPURPOSE INSHORE BOATS



North Sea main winch and pot hauler aboard Coquet Light.

TRAWLER-POTTER

STARTING prawn fishing out of Amble, Northumberland, is the latest boat from the local yard of J. and J. Harrison. She was launched and ran acceptance trials last month.

Named *Coquet Light*, she is 34 ft. 4 in. long overall, with a 12 ft. beam and lightship draft, 4 ft. 3 in. Lightship displacement is 13 tons.

The wooden boat has been

built for former cable skipper, E. J. Kerton, and W. I. Hinehew of Amble, who chose a design by J. H. Hardman of Lytham, Lancs.

Coquet Light is flush-decked with an aluminium alloy wheelhouse aft. Her engine is mounted aft, hold amidships and forecastle forward, with calor gas rings and seating accommodation only.

Clinker-built to deck height, *Coquet Light* has normal carvel hullwarks with top

POTTER-LINER

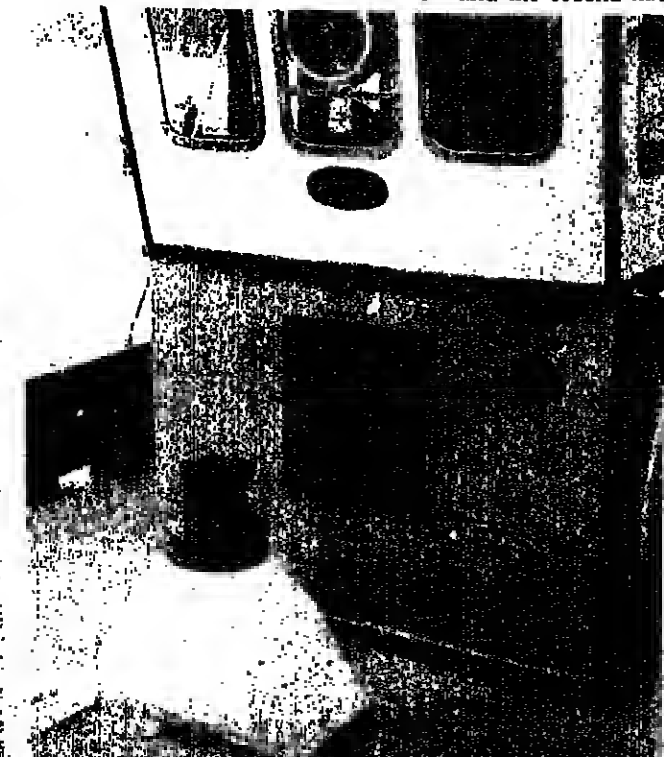
SKIPPER Matthew Hutchinson's new 36ft. crabber *Endeavour A* has been completed just in time. With the Department of Trade about to survey his old command, the 42-year-old *Endeavour*, there was a chance he could have been stopped going to sea.

He did not know if his old boat would pass the DoT safety survey, but now he can carry on a good run crabbing from Whitby with his new

boat. A keen skipper, he even had delivery skipper, Mike Stratton of Falmouth, sail the boat north from her Cornish builders rather than interrupt operations.

He made Scarborough in 62 hours, after stopping at Newhaven and Lowestoft, and Skipper Hutchinson sailed her home to start operations possibly this week.

Endeavour A is the third Cygnus Marine GM 36 boat. The first — *Byrduon* launched in July — is lining and meckrel fishing from Cornwall and the second has



Endeavour A's plywood hydraulic pot hauler is controlled by the lever mounted on the front of the wheelhouse.

just been completed at Ramsgate, Kent. First impressions of the latest 36-footer are of an enormous boat. *Endeavour A* has a wheelhouse aft and other two 36-footers have the hydraulic gear mounted just in front of the wheelhouse. The large engine is designed in a compact form — the deck area have been laid flat.

Second impressions are of the strength of construction. Gunwales are heavy with wood and strengthened with longitudinal beams at 3 in. transverse intervals at 18 in. centres. The hull has a GTR panel in way of the pots which is straight on to the deck through fixings. There is also an outer bulwark at the line.

From forward the hull is divided into tight bulkheads/chain lockers, forepeak, accommodation, fishroom with fire board for the machinery space.

Deck layout has been laid on the *Endeavour*, but because of the reduced length, between the pot and the gunwale is a small old boat and the 1-ton pot hauler has a single lever control on the front of the wheelhouse.

North Sea main winch and pot hauler aboard *Coquet Light* is controlled by the lever mounted on the front of the wheelhouse.



Endeavour A ready for her delivery trip north. Right: Skipper Matthew Hutchinson with Cygnus director, Chris Brook, before *Endeavour A* went on WFA trials from Fishing quay, Cornwall.

Mounted on the wheelhouse is a Zondia deck floodlight and a Hella searchlight is controlled from inside the wheelhouse. Also atop the wheelhouse is the Beaufort four-man raft, and *Endeavour A* has a mizzen sail and engine exhaust behind the wheelhouse.

The new otter has Wille-

continued page 12

Ray-netter, potter, liner

LAMORNA, the latest completion by the John Moore yard at Mevagissey, Cornwall, has recently joined the Cornish fleet.

Built for Ron Edgington of Newquay, she is a ray netting, potting and winter meckrel fishing.

Lamorna has been designed by John Moore with a good flare forward, very heavy interior shoulders, and with a transom stern. She is 34 ft. long overall and has a 12 ft. beam. Draught is 3 ft. 8 in. as she will be working from two harbours which dry out — Newquay and Hayle.

Hull planking is iroko on sawn and studded timbers. Heavy channel iron has been fitted to the keel for protection when grounding, also large hinge keels.

Varnished

The spacious forward wheelhouse, ply-sheathed on iroko frames, is varnished throughout inside and there are well finished wood-framed windows.

Wheelhouse equipment includes Decca Super 101 radar, Simrad EY sounder and 'Sailor' RT144 VHF radio. Decca Navigator is to be fitted later.

Hydraulic steering is duplicated outside the wheelhouse, as are the engine controls. The remote wheel is connected by chain and shafting to the main position, saving the cost of a duplicate pump.

Lamorna's Thornycroft 380 main engine is supported by massive beds, approximately 14 in. x 5 in., running a full 17 ft. Rated at 108 hp, the engine is fitted with a PRM 2:1 oil-operated gearbox. It drives a 22 in. x 19 in. propeller through a 2 in. stainless steel shaft. The long propeller shaft run is supported by three plunger blocks, remotely greased from the large engine room.

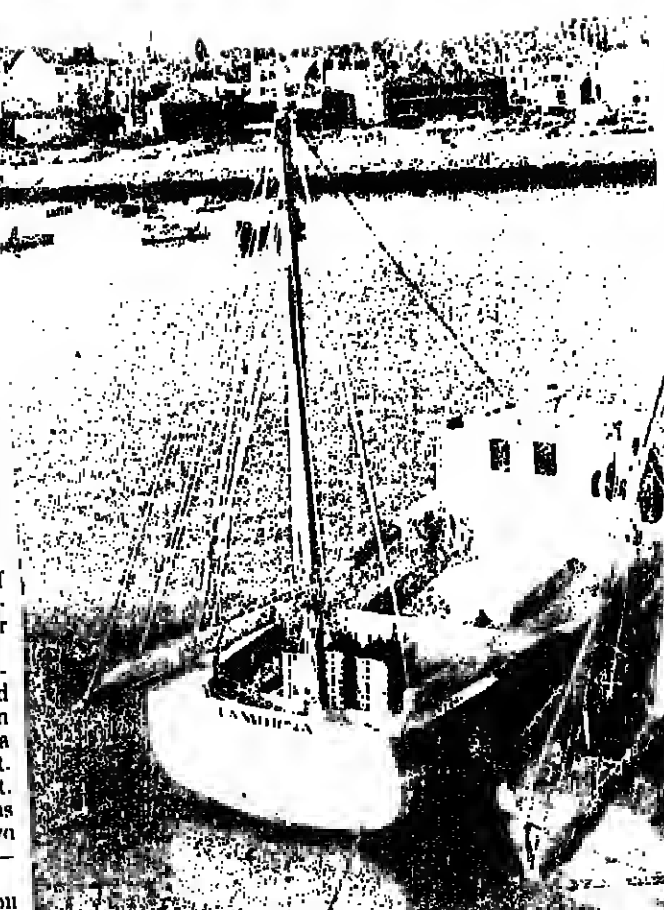
A Vickers pump supplies power to the Hydema net and line hauler, while a stainless steel guide roller designed by the owner is used when potting. Two 60-gallon stainless steel fuel tanks are fitted aft of the engine.

After her completion at Mevagissey, *Lamorna* headed down the coast to Penzance where she made ready for meckrel lining.

John Moore told Fishing News that the vessel was actually cheaper to build than a GRP hull of the same size.

Completions by the yard include the Mevagissey boats *Lacy Mariana* and *Sharon Rose*. It has built craft for Boacasta, Port Isaac, Lymington and Welsh owners. The largest vessel to come out of the yard to date is a 48 ft. passenger vessel for Padstow.

Maryn Melhuish.



Lamorna berthed at Penzance. The 34-footer is powered by a 108 hp Thornycroft diesel and has a Hydema net and line hauler.

Mercraft

WORKBOAT DIESELS
MERCRAFT MANUFACTURING CO. LTD.
LITINGTON, NR. ROYSTON, HERTS.
Tel: STEEPLE MORDEN 07831 85221/7/8

BOAT BUILDING TIMBERS

- Buils of Oak, Larch, Iroko and Oak Crooks all sawn through and through to any thickness.
- Kiln dried and machined Yang Decking.
- Complete sets Oak frames bevel sawn to your patterns.
- Delivery to all parts Scotland, England and Ireland.
- Oslo spruce poles for derricks etc.

W. S. BARCHARD & SON LTD.
WEST DOCK STREET, HULL
Tel: Hull 0482-26555 (5 lines) Telex: 62526

SEAWINCH LTD.

Unit 18, St Michael's Trading Estate
Bridport, Dorset DT8 3RR
Telephone: Bridport 86232

**CAPSTANS
LINEWHEELS
NET HAULERS
PUMPS
COMPLETE KITS**

**Reliable Power
for the
Inshore Fisherman**

Extra haddock

from page one

haddock fishery this autumn, the United Kingdom catch has already exceeded that for the whole of last year.

"It is soon likely to reach the quantity of 87,450 tonnes which is the extended United Kingdom quota allowed under a recommendation of the NEAFC which we accepted, in agreement with the industry, early this year. (This is made up of the basic quota increased by 7,950 tonnes out of the under-utilised whiting quota).

"NEAFC rules would allow the basic quota to be increased by a further 7,950 tonnes at the expense of the 1977 haddock quota.

"Notwithstanding the measures now being adopted, there remains the risk that the total amount of cod, haddock and whiting which is legally permissible, after taking account of what may be borrowed from 1977, may be reached.

In that event the Government will have in due course to impose a statutory ban on the landing of one or all of these species from the North Sea, except a small percentage landed as an unavoidable by-catch in other fisheries.

Hugh Norman Marine Sales Ltd.



are pleased to announce they have been appointed U.K. distributors for

Messrs DANTRAWL of HIRTSHALS

who are one of the leading Danish manufacturers of mid water and bottom trawls for single and two boat operation.

DANTRAWL NETS are already well known to Scottish fishermen for their quality and catching power.

If you want quality trawl gear Contact:

YATHAN COTTAGE,
INVERGIE ELDON, ABERDEENSHIRE
Telephone SCHIVAS 385 (STD 0367 385)

MORRIS 1/2 Ton Trawl Winch



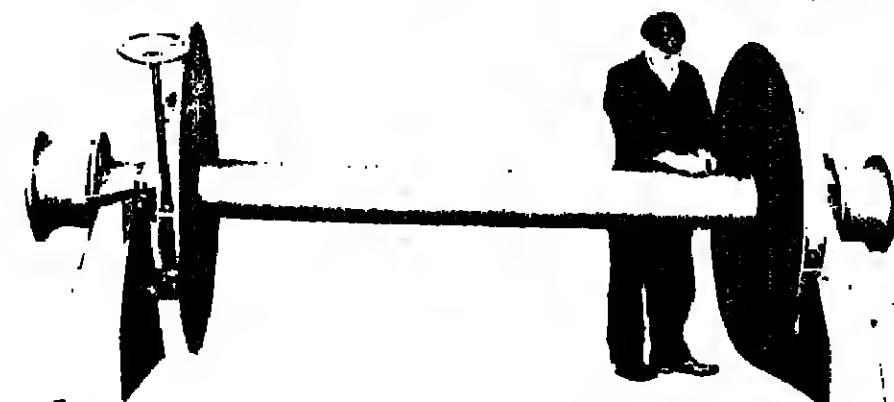
Hydraulic or belt drive. Standard drum capacity 120 fathoms of 1 1/2 in. wire. Larger capacity drums made to order.

Suitable for boats 25ft. upwards.

Details from **LESLIE G. MORRIS**

40 CENTRAL AVENUE, TELSCOMBE CLIFFS, OUSSEY.
Tel. Day Newhaven 3484 Evenings Peacehaven 4801

ROBERTSON NET DRUMS



Illustrated is a Robertson type 3PNSG net drum with a 5-ton pull and capacity of 3 cubic metres. Special features are the detachable twin whipping drums and heavy duty frame which give features useful to all fishing techniques. This is only one of Robertson's net drum and trawl winch range specifically prepared for all classes of trawlers.

JAMES ROBERTSON & SONS
(Fleetwood) LTD.

DOCK STREET, FLEETWOOD FY7 6JH
Telephone: 3414 Telex: 87231



IT'S STILL NOT TOO LATE

to order books on commercial fisheries and aquaculture for Christmas presents. We can post by return (or on a specified date) all paid orders, and will enclose FREE a Fishermen's Mission Christmas card with your name and message.

Send details of your needs or ask for catalogue with special offer order form.

Fishing News Books Ltd
1 Long Garden Walk, Farnham, Surrey
Telephone (0252-13) 26885

DO-IT-YOURSELF COLOURED HOOKS

"A CHAP here has some hooks with coloured plastic round the shanks which he uses, he says, because there is always something on the hooks to attract fish if mussels or other soft baits go adrift."

"He catches more fish on his lines than I do and I would like to try this kind of hook. But he can't — or he won't — tell me where I can get some."

"I should, therefore, be grateful if you can tell me where they are obtainable."

"I believe the type of hook you mention is made in Norway. But I regret to say that I do not know the name and address of a manufacturer."

What I do know, however, is that covering shanks of hooks with plastic presents no difficulty and that you could cover as many as you want yourself without going to the trouble and expense of importing hooks.

You can cover them with Thermofit SCL heat shrinkable tubing which is obtainable in a variety of sizes suitable for covering anything from the shank of a fish hook to a small rigging screw.

Thermofit SCL is a remarkable product. It is semi-rigid tubing with an inner wall which melts when you apply heat.

Primarily designed for encapsulation of electrical parts and apices in electric cables, it shrinks to between 17 per cent and 40 per cent of its original diameter and forms a tough, rigid, waterproof covering over whatever its shape.

To cover shanks of hooks with it, you need tubing with an interior diameter sufficiently large to take the eye or spade of the size of hook you propose to cover, a sharp knife and a lighted candle. You cut the tubing into suitable lengths, fit them over the shanks and in turn hold them over the flame.



John Burgess' Log

In a few seconds each will shrink, firmly grip the metal and remain in place until kingdom come.

It's best to have a rag handy while carrying out operations as both ends of hooks get hot to hold and a rag sometimes comes in handy for pressing tubing, which you have heated unevenly, into place.

If you have held tubing in the flame instead of just above it, you may be able to remove black carbon which forms with the rag. If not, you will have to use a knife to scrape the carbon off and restore the tubing to its original colour.

If you get some Thermofit SCL tubing to cover the

shanks of hooks, I suggest you get some also for "whipping" ends of wires.

It is ideal for this purpose as, when its inner wall is forced into crevices, gaps in the wire by its shrinking action of the wire, and the whipping never comes adrift. You may also find some for connecting connections and terminal fittings in electric cables.

Thermofit SCL heat shrinkable tubing is obtainable in eight interior diameter sizes up to one inch from Raychem Ltd, Middlesex House, 29 Ilk Street, Edgeware, Middlesex or Cheney Manor, Swindon, Wiltshire.

Cod cliff-hanger

from page one

the first of the January markets must still in phase to ensure continuity of fish afterwards.

This break in distant water sailings until mid-December — and the spasmodic departures in the run-up to Christmas — can be something of a blessing if no deal is reached quickly.

The British Fishing Federation has accused Icelanders of mounting a last minute assault on the British market.

It says that, in the past ten weeks the Icelanders have picked up more than £700,000 from landings at Grimsby. On Thursday (yesterday), the day the EEC commission resumes talks with the Icelandic Government, they plan to land three trawlers at the port.

"We are emphasising to Mr. Finn Olav Gundelach, the Commissioner handling the talks, the benefits the Icelanders are already getting through their favoured access to the European market, which is mainly Britain," said a BFF spokesman.

"While British trawlers are coming home to the docks, the people who put them there are clearing up on the British market."

"There is room for Icelandic fish on our market but, in the present situation, this is rubbing salt in the wound. Because of the restrictive nature of the Iceland agreement we could not get any of our own vessels back for Thursday's market, the best market of the week, and those which do get back this week are unlikely to sail again unless there is a new agreement."

The Icelanders have pushed their three trawlers and another on Wednesday in at the last minute. Since

their trawler *Daggy*, due to land again on Thursday first landed at Grimsby in September they have had nearly one third of the landings (and earnings) made at the port.

"At the talks on Thursday the Iceland Government may try again to claim that the EEC has nothing to offer. If so, Mr. Gundelach can ask them what three of their trawlers are doing in Grimsby that very day."

A new and serious threat to the success of the EEC-Icelandic fisheries talks came from scientists in Iceland. They published figures showing present fish stocks are much lower than predicted a short time ago.

To bail the decline, all catches must be cut by a further 35,000 tons annually, or about 20 per cent.

Negotiator Finn Olav Gundelach met a delegation of representatives of Humberston and Fleetwood councillors this week and discussed the consequences if trawlers pull out of Iceland. They found he is well aware of Britain's problems.

Fearing massive unemployment at Grimsby, the Hull and Fleetwood, the leader of Humberston Council, Councillor Harry Lewis, lead a delegation to Fleetwood late last week to meet members of Lancashire County Council, Wyre Borough Council, and Fleetwood fishing industry. It was a bid to redouble the pressure for a new agreement and re-emphasise the urgency to the EEC Commission.

The meeting unanimously agreed to send telegrams to the EEC Fisheries and Agriculture Commissioners, Mr. Pierre Lardinois, and Mr. Gundelach.

New R/Ts for five trawlers

MARCONI Marine is supplying 200W SSB MF radio telephones, and the latest Corveta SS VHF radio telephones complete with automatic battery chargers, to five trawlers in Northford Trawler's fleet at Milford Haven.

The 200W SSB radio telephones being fitted are capable of operation on 12 volt and 24 volt systems. This is a fully type-approved equipment with a built-in alarm generator. The automatic battery chargers retain the batteries in a fully-charged condition without overcharging.

Island loans push-up landings

BY THE end of the year the total value of fish landings in Guernsey by island fishermen may have exceeded £750,000. Of this figure about £550,000 worth will have been exported.

The island's Sea Fisheries Committee revealed these facts in a white paper before the States parliament on November 24.

It believes that its Fisheries Loan Scheme has contributed largely to the accelerated growth rate which the industry has achieved.

Drifter now hauls water

DAUNTLESS STAR — a Pranter Trophy winner for the best single-night hauling catch — is now working as a water carrier in the Middle East port of Dubai.

The former drifter-trawler, which worked from Lowestoft for many years under skipper George Draper, left home last year bound for the Middle East with her new skipper Dick Brookes.

Mr. Brookes, engineer Harold Hansen and mate Chris Alford.

First they fought their way through several gales in the Bay of Biscay and the Mediterranean only to be impounded in Tripoli, finally sailing up to Dubai, in the United Arab Emirates.

Dauntless Star — now working in the Middle East.

water carrier for the oil industry.

The former Lowestoft drifter is still in good condition, despite the hardships of the 12-month trip.

The 8,000 mile voyage was full of incidents. Apart from the gales, Dauntless survived a brush with the Libyan authorities in Tripoli. And her crew became so hard up they had to sell surplus metal and spare rope.

The Libyan authorities said they were going to impound the vessel — and took all the crew's spare cash to make sure they didn't get away! But they managed to slip quietly out of the port and after reaching Port Said raised another 700 dollars by selling more scrap metal and rope from the vessel — items apparently in very short supply in Egypt.

Dauntless Star, was then bought by a Mr. Mohammed Ali and converted into a supply in Egypt.

'Arctic Galliard' widens lead in freezer contest

BOYD Line's Arctic Galliard continues to hold the lead for the fourth month running in the British Freezer Trawler Challenge Competition.

The latest list of placings, issued last week, shows the situation in August. A time table in compiling the tables is inevitable as freezer trips take so long.

With Arctic Galliard leading, the Hull-based Norra remains in second position. Between July and August, however, the margin between the pair widened. Arctic Galliard was ahead by 2,308 points in July and 3,385 in the following month.

Below are the August placings for the top 10 vessels. Figures appearing in brackets show positions held in July.

	Tonnes	Points
1 (1) Arctic Galliard (Boyd)	2,430	36,987
2 (2) Norra (BUT)	2,200	32,562
3 (3) Fornello (Marr)	2,171	32,343
4 (4) Junella (Marr)	1,944	30,989
5 (5) Dane (BUT)	1,849	30,080
6 (6) St. Jasper (Hamling)	1,988	29,154
7 (7) Lady Parkes (Boeton)	1,789	28,622
8 (8) St. Jerome (Hamling)	1,863	28,448
9 (9) St. Benedict (Hamling)	1,764	26,348
10 (10) Arctic Freebooter (Boyd)	1,671	26,868

Mackerel fills giant freezer

BOYD LINE'S 280ft. long freezer stern trawler Arctic Galliard began turning out a capelty catch of mackerel at Hull on Monday. And on Wednesday they were still at it!

A Boyd Line spokesman said on Monday that the trawler arrived packed full and the size of the catch is uncertain.

There is speculation that this could be another record trip for the ship's skipper, Perry Thresh. The ship and skipper already had the British national freezer contest (see below) and twice set British freezer catch records — 843 tonnes followed by 850 tonnes.

These were white fish catches. Her latest haul — mackerel — was taken on

a 23-day south-westerly trip. An Arctic Galliard headed in to Humberside, she passed Boston's outward bound Princess Anne which began mackerel fishing off Cornwall on Sunday.

Other Hull freezers out mackerel fishing, reported to be doing well, are Hamling's St. Benedict (Skipper Trevor Doyle) which sailed on November 10 and BUT's Orsino (Skipper Dick Spencer). She has started her second mackerel fishing trip from Milford Haven.

All the way with DECCA

KIMARA, a 79 ft trawler recently completed by the J & G Forbes yard for Charles Duthie of Fraserburgh. Her Decca fit includes Mk 21 Navigator, 350T Track Plotter, 450 Pilot, 914 and 050 radars, a range of Simrad fishfinders, RW watchkeeping receiver and Sailor SSB R/T.



The Decca Navigator Company Limited
9 Albert Embankment London SE1 7SW
